



Trail Lighting Follow-up

Board Transportation Committee

December 12, 2017

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Trail Lighting Follow-up Purpose

- On a pilot basis, secure concurrence from Board for lighting trails at these locations:
 - Vesper Trail in Tysons and future Tysons trails described herein;
 - Trails or sidewalk connections near at least two other Metrorail stations outside of Tysons.

Trail Lighting Follow-up Background

- During the Tysons planning process, enhancing non-vehicular access to Metrorail stations became a high priority, including trail access from existing neighborhoods in Vienna and the Pimmit Hills.
- Ensuring year-round access along these trails is difficult without considering lighting and snow removal capabilities.
- Staff met with the Board Transportation in 2016 to request support for a lighting and snow removal pilot for new trails in Tysons.
- The Board asked for non-Tysons trails to be included in the pilot program.
- Staff has subsequently decided to focus on lighting first.
- Only a few of these trails have requirements to fund lighting in Fiscal Year (FY) 2019.

Trail Lighting Follow-up Objectives

- Describe scope of work for pilot program to provide lighting for sidewalk and/or trail connection near two Metrorail stations in Tysons and elsewhere in the County.
- Describe Tysons locations considered for pilot program.
- Summarize other locations that were reviewed.
- Answer other questions posed at July 2016 Board of Supervisors Transportation Committee meeting.
- Snow removal service is not addressed in this presentation, though it was included in the July 2016 presentation. Staff will provide additional information on this topic at a future meeting.

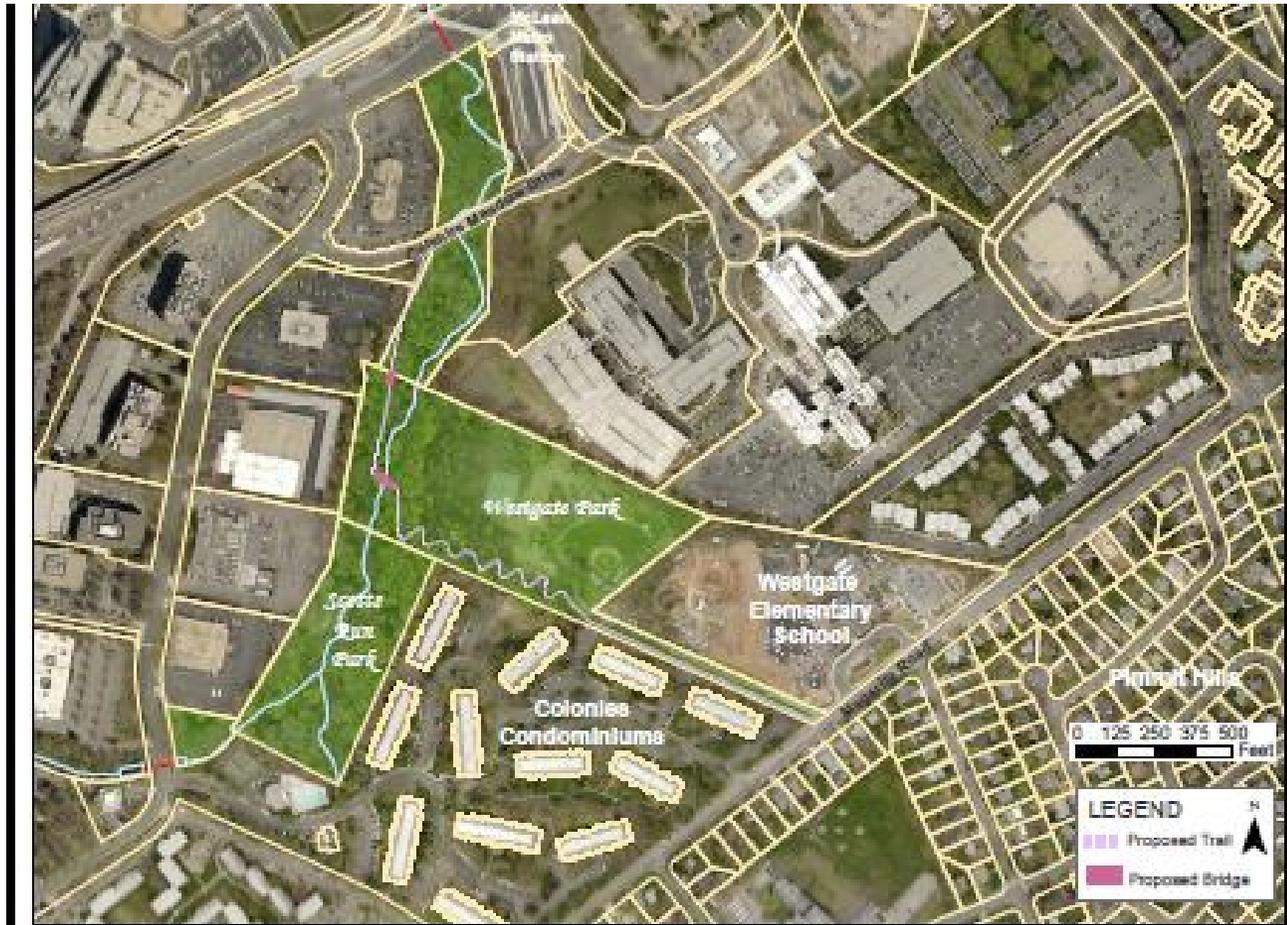
Tyson's Trails with Proposed Lighting: Vesper Trail

- 10-foot wide, asphalt trail to be completed and open to public by Fall 2018 (FY 19);
- Vesper Trail connects neighborhoods in Vienna to Spring Hill Road Metrorail Station;
- Approximately 2,100 feet long with one bridge crossing of Old Courthouse Spring Branch;
- Trail will be lit with lights recommended by the Tysons Urban Design Guidelines;
- Alarm boxes have not been included in Tysons trail designs because of ubiquity of cell phone use and coverage.



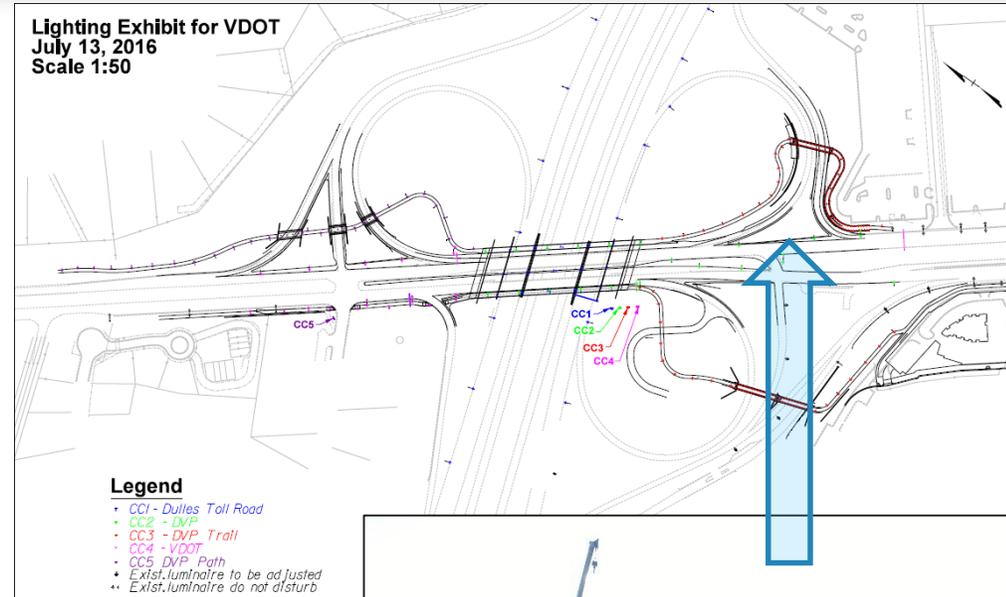
Tysons Trails with Proposed Lighting: Scotts Run Trail

- Fairfax County Park Authority (FCPA) is managing design with DPWES managing construction;
- Approximately 2,760 feet long with two bridge crossings in the Scotts Run stream valley;
- Trail connects Magarity Road to Colshire Meadow Drive, near McLean Metrorail Station;
- Trail will be lit with lights recommended by the Tysons Urban Design Guidelines;
- Tentative Completion date is 2019 (FY 2020).



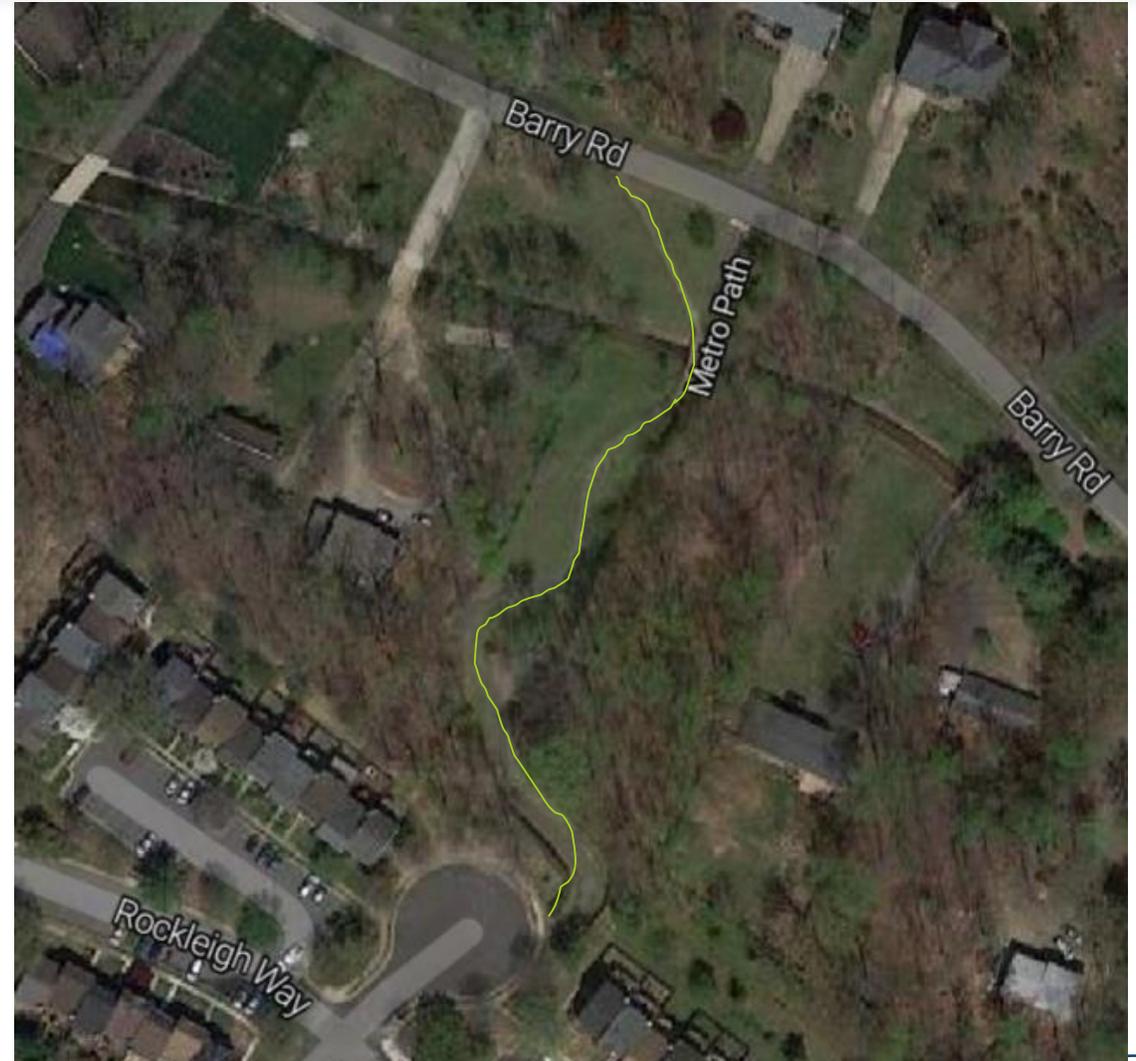
Route 7 Shared Use Paths spanning the Dulles Toll Road

- Shared use paths are being constructed parallel to east- and westbound Route 7;
- Length of two paths: 5,500 feet;
- Trail will be lit with lights similar to those recommended by the Tysons Urban Design Guidelines;
- Tentative Completion date is mid-2018 (FY 19).



Non-Tyson examples of existing, lit trails: Trail from Barry Road to Crestleigh Way in the Amberleigh Subdivision

- Maintenance : DPWES;
- Lighting: Yes, pedestrian scale;
- Length: 600 ft;
- Proximity to Metro: 1,800 feet



Non-Tyson examples of existing, lit trails: Oakwood near Van Dorn Street Metrorail Station

- Maintenance : DPWES;
- Lighting: Yes, pedestrian scale;
- Length: approximately 500 ft;
- Proximity to Metro: within approximately one-half mile of Metrorail station;
- Lighting is already installed.



Staff Recommendations: Initial Pilot Projects

Metrorail Station	Trail Location//estimated fiscal year starting date for lighting	Approximate Annual Cost for		
		Electricity	Lighting Maintenance	Ongoing annual cost
Spring Hill	Vesper Street// FY19	\$2,500	\$7,500	\$10,000
Spring Hill	Ashgrove Lane/ /FY20	\$1,000	\$7,500	\$8,500
Spring Hill	Route 7// FY19	\$5,000	\$15,000	\$20,000
McLean	Scotts Run //FY20	\$5,000	\$15,000	\$20,000
Franconia-Springfield	Barry Road to Crestleigh Lane //FY19	\$1,000, already installed	\$0, maintained by Dominion	\$1,000
Van Dorn Street	Metro Access Road to Metropolitan Center//FY19	\$1,000	\$1,500	\$2,500
Approximate Total FY19 cost				\$33,500
Approximate Total Annual Cost				\$62,000

Staff Recommendations: Future Trails for Inclusion

Metrorail Station	Trail Location//estimated fiscal year starting date for lighting	Approximate Annual Cost for	
		Electricity	Lighting Maintenance
Innovation Center	Arrowbrook Trail Connection//FY21	TBD	TBD
Innovation Center	Innovation North Trail//FY21	TBD	TBD
Tysons Corner	I-495 Tysons Pedestrian Bridge from Old Meadow Road to Tysons Corner Center//FY21	TBD	TBD
Herndon-Monroe	Woodland Park East Trail//FY21	TBD	TBD
Approximate Total Cost		Lighting:	TBD

Request

- On a pilot basis, secure concurrence from Board for lighting trails at these locations FY 19: Vesper Trail and Route 7 over Dulles Toll Road. (Note that Barry Road to Crestleigh trail and Oakwood trail to near Van Dorn Street Metrorail station already have lighting.)
- For FY 20, if pilot effort is successful, continue with Ashgrove and Scotts Run trails, followed by Innovation Station trails, Tysons Corner Trail across the Beltway, and Herndon Monroe in FY21 .
- Staff will update Board Transportation Committee on FY21 lighting costs.
- Staff will revisit snow removal as a pilot project on trails at a future date.

Questions and Discussion

